

Benefits of Public Transportation: Synthesis

Prepared for

**Cathy Silins, Acting Director, Public Transportation Division
Peter Thien, Executive Director, Washington State Transit Association**

Prepared by

Kathy Lindquist, WSDOT Research Office

With assistance from

Michel Wendt, WSDOT Library

May 8, 2007

Transportation Synthesis Reports (TSR's) are brief summaries of currently available information on topics of interest to WSDOT staff. Online and print sources may include newspaper and periodical articles, NCHRP and other TRB programs, AASHTO, the research and practices of other state DOT's and related academic and industry research. Internet hyperlinks in the TSR's are active at the time of publication, but host server changes can make them obsolete.

Request for Report

Summary of the Issue:

Cathy Silins, Acting Director of the Public Transportation Division, and Peter Thein, Executive Director of the Washington State Transit Association (WSTA) requested a synthesis of current research that highlights and identifies the benefits of public transportation in Washington State. The research consists of a review of and compilation of relevant research regarding the use of public transportation with a focus on statistics and research highlighting Washington State. Other related sources are listed that can applicability to Washington State. The sources will be used as background for an educational and outreach program and website that articulates the benefits of public transportation in Washington State.

Key Terms Searched:

Public transportation in Washington State

Benefits of public transportation in Washington State

Transit in Washington State

Transit facts states

Public transportation statistics and data

Washington state transit statistics or data

Published Research Reports:

The Alliance for Clean Air and Transportation: Partners in Action

The Alliance for Clean Air and Transportation (ACAT or the Alliance) is a national coalition of public and private organizations working to advance solutions to the nation's traffic congestion and air pollution challenges. Through its members and partnerships, ACAT develops and distributes messages developed by the It All Adds Up to Cleaner Air initiative and ACAT members to a broad audience nationwide.

Established in collaboration with the Federal Highway Administration (FHWA), the U.S. Environmental Protection Agency (EPA), and the Federal Transit Administration (FTA), ACAT is the only national organization working to promote these messages.

Public Transportation is a major contributor to clean air and is featured on this website.

<http://www.italladdsup.gov/resources/research.asp>

http://www.italladdsup.gov/pdfs/toolkit/Inside_Report30.pdf

<http://www.italladdsup.gov/ACAT/index.asp>

Welcome to the Standing Committee on Public Transport

The committee shall develop all major standards and recommend policies for: public transportation programs; urban and rural mass transit; commuter rail; intercity bus; ridesharing; paratransit and specialized transit facilities for the elderly and handicapped; and shall investigate available data, and disseminate information to Member Departments; collect information on new and improved equipment and practices that will enhance operational aspects; and operate a forum to exchange information.

<http://cms.transportation.org/?siteid=31>

Public Transportation for Tomorrow

Public transportation provides greater freedom, access, opportunity and choice for Americans. This website is designed to better inform the public about the benefits and importance of public transportation for all Americans — even if they never board a train or a bus.

<http://www.publictransportation.org/>

2004 Disability Status Reports – Washington

Rehabilitation Research and Training Center on Disability Demographics and Statistics, Cornell University, 2004

This is a summary of the statistics that appear in the 2005 Disability Status Reports. The statistics indicate the social and economic status of working-age people (ages 21-64) with disabilities, using data from the 2005 American Community Survey (ACS). State-level Status Reports and more information about the ACS are available at www.DisabilityStatistics.org. Regrettably, comparisons to the 2004 Disability Status Reports are not advisable due to changes in the ACS program.

Go here: <http://www.ilr.cornell.edu/edi/disabilitystatistics/> and select Washington from the drop-down menu, you can download a pdf of the report from 2005. A direct link to the pdf: http://www.ilr.cornell.edu/edi/disabilitystatistics/StatusReports/2005-pdf/2005-StatusReports_WA.pdf

http://www.ilr.cornell.edu/edi/topic_DSR.cfm

2005 American Community Survey-- Washington State Data

S1801. Disability Characteristics

NOTE. Data are limited to the household population and exclude the population living in institutions, college dormitories, and other group quarters.

http://factfinder.census.gov/servlet/STTable?_bm=y&-context=st&-qr_name=ACS_2005_EST_G00_S1801&-ds_name=ACS_2005_EST_G00_&-tree_id=305&-redoLog=false&-caller=geoselect&-geo_id=04000US53&-format=&-lang=en

2004 National Organization on Disability/Harris Survey of Americans with Disabilities

Conducted by Harris Interactive, Inc. for the National Organization on Disability, May 2004

2004 Gaps Survey includes disability data on life satisfaction and socializing, employment, health care, assistive technology, disability issues, religion, and demographics.

http://www.nod.org/Resources/harris2004/harris2004_data.pdf

2004-2005 Ends Report

Puget Sound Educational Services District, June 2005

The 2004-05 Ends Report documents the progress of the PSESD in reaching the ends established by the board of directors. It is a report about how the PSESD created conditions

favorable for educational communities to achieve success for all students. These conditions are identified as student learning, leadership, safe and supportive learning environments, ample resources, and family and community engagements.

<http://www.psesd.org/documents/EndsReport2005.pdf>

RTID: Blueprint for Progress-Revised DRAFT

Regional Transportation Investment District (RTID), January, 2007

The central Puget Sound region is on the verge of a great initiative. This spring the Regional Transportation Investment District (RTID) will finish its plan: the Blueprint for Progress. We've been coordinating our planning with Sound Transit's plans for their phase two, Sound Transit 2. Our joint Roads & Transit plan when implemented will dramatically improve our highways, transit, and safety, and benefit the way people get around the region for generations to come. The Blueprint for Progress is our opportunity to do things better, on a scale equal to the traffic problems we face.

<http://www.rtid.org/docs/Blueprint%20for%20Progress030607.pdf>

2004-2007 Area Plan on Aging

Seattle-King County Aging and Disability Services, October 2003

The 2004-2007 Area Plan on Aging for the Seattle-King County region charts the course that the local Area Agency on Aging, Aging and Disability Services (ADS), will follow over the next four years as we seek to create an elder-friendly community. The major goals in this plan outline steps to:

1. Address basic needs
2. Improve health and well-being
3. Promote civic and social engagement
4. Offer services which increase the independence for frail older adults and people with disabilities

Federal law, the Older American's Act (OAA), requires that every Area Agency on Aging involve a number of community partners in the formulation of a major planning document every four years.

<http://www.unitedwayofkingcounty.org/newsevents/researchreports/AreaPlan2004-07.pdf>

2005-2007 Coordination Goals

Washington State Department of Transportation, Agency Council on Coordinated Transportation, October 2005

The Agency Council on Coordinated Transportation (ACCT) honed in on specific project and legislative priorities for the 2005-07 biennium.

http://www.wsdot.wa.gov/acct/library/acct_retreat--summary_report.pdf

A Strategic Plan for 2007-2011

Washington State Department of Social and Health Services, June 1, 2006

This strategic plan communicates how DSHS will advance its mission and goals in a changing environment and meet future challenges, to better serve the most vulnerable populations in Washington State. This document is a road map that guides the business policies and improvement strategies for the organization, employees and partners.

<http://www1.dshs.wa.gov/pdf/ms/strategic/2007-11/dshs.pdf>

Transit investment key to reducing congestion, viaduct replacement cost

By King County Executive, Ron Sims, January, 2007

King County Executive Homepage

At the request of Executive Sims, Metro produced a list of 49 transit-related actions that when combined with new investments in transit service and the arrival of Link light rail, will go a long way toward mitigating the impacts of the reconstruction of the Alaskan Way Viaduct. And if those improvements remain in place after the viaduct is rebuilt as Metro recommends, the transit blueprint has the potential for taking as many as 35,000 vehicles off the viaduct each day. That's 30 percent of all vehicles that use the viaduct. Transit investment key to reducing congestion, viaduct replacement cost.

<http://www.metrokc.gov/exec/news/2007/0125transit.aspx>

Aging Americans: Stranded Without Options

Surface Transportation Policy Project, April 2004

The demographics of the United States will change dramatically during the next 25 years as more baby boomers reach their 60s, 70s and beyond. The U.S. Census Bureau projects that the number of Americans age 65 or older will swell from 35 million today to more than 62 million by 2025 - nearly an 80 percent increase. As people grow older, they often become less willing or able to drive, making it necessary to depend on alternative methods of transportation. Unfortunately, the United States is currently ill prepared to provide adequate transportation choices for our rapidly aging population. Alternatives to driving are sparse, particularly in some regions and in rural and small town communities. As the number of older people increases, so too will their mobility needs. How this issue is addressed by the nation will have significant social and economic ramifications. This report presents new findings based on the National Household Transportation Survey of 2001 and places them in the context of other research on mobility in the aging population.

http://www.transact.org/library/reports_html/seniors/aging.pdf

Building Mobility Partnerships for People with Disabilities

Easter Seals Project Action, June 2002

This guide is designed help transportation providers, metropolitan planning officials, disability service providers, and individuals with disabilities explore the federal programs and services available to them.

<http://www.ctaa.org/AccessChicago/Resources/ESPA%20CTAA%20Funding%20Guide%20and%20JARC%20Practices.pdf>

Center for People with Disabilities 2005 Bus Stop Survey

Center for People with Disabilities, Boulder, Colorado, 2005

A link to the document is not available. A paper copy can be obtained through Interlibrary Loan.

The Current State of Transportation for People with Disabilities in the United States

National Council on Disability, June 2005

This report highlights many best practices and successful initiatives that can serve as models for other communities for enhancing transportation and mobility for people with disabilities. This report also sets forth a variety of recommendations for service improvements and for additional research that will lead to greater options for the 6 million Americans with disabilities who have difficulties obtaining the transportation they need to live independent and productive lives.

http://www.ncd.gov/newsroom/publications/2005/current_state.htm

Characteristics and Performance of Regional Transportation Systems

United States Environmental Protection Agency, January 2004

This publication is a product of EPA's Development, Community and Environment Division (DCED) within the Office of the Administrator. DCED carries out EPA's mission of protecting human health and the environment by supporting smart growth—development patterns and practices that produce better economic, community, health and environmental outcomes. DCED's work includes outreach and education, research and policy analysis, and tools and technical assistance. For example, the Division supports the annual New Partners for Smart Growth conference, is a partner in the Smart Growth Network, and manages EPA's National Award for Smart Growth Achievement, a recognition program that highlights exemplary state and local smart growth efforts.

<http://www.sustainable-communities.agsci.ubc.ca/reports/USEPA%20road%20system%20performance2004final1.pdf>

Community Transit – Transit Development Plan

Community Transit, April 2004

This plan communicates Community Transit's priorities for system development through the end of this decade, and will be used as a working long-range guide for setting annual budget priorities. To remain useful, however, the plan must remain flexible to respond to changing conditions over time. The financial, service and capital plan components of the TDP will be reviewed and updated yearly, to stay current. The entire TDP will be reviewed and updated on a periodic basis, but not less frequently than once every six years.

<http://www.commtrans.org/?mc=commtrans&subcat=11>

Coordinated Human Service Transportation: State Legislative Approaches

Prepared by the Community Transportation Association of America for the National Conference of State Legislatures

2003 [2005 edition linked]

In 2003, the National Conference of State Legislatures (NCSL) entered into a cooperative agreement with the Community Transportation Association of America (CTAA), with funding from the Federal Transit Administration (FTA), to develop a guide to human service transportation coordination for state legislators. This report tracks state efforts to coordinate a range of specialized transportation programs that are available to people who have difficulty accessing traditional transportation modes because of age, disability, poverty or other disadvantage. More significantly, the report is intended as a resource to help state legislators evaluate various coordination approaches and determine the best course of action for their jurisdiction.

This report focuses on state-level coordination of human transportation services, with particular emphasis on state legislation. It is intended to assist state legislators who wish to examine the potential for greater human services transportation coordination in their states. The report includes background information about specialized transportation needs; provides information on coordination benefits and disadvantages; examines federal, state and local coordination activity; and highlights 2003 and 2004 state legislation.

<http://www.ctaa.org/ntrc/coordination/coordinated.h.s.transportation.pdf>

Coordinated Transportation Systems

Prepared by Jon E. Burkhardt, Ecosometrics for the AARP Public Policy Institute, September 2000

This report is part of AARP's continuing effort to explore and share information about public policies that can improve the quality of life for individuals as they grow older. One of the key components of quality independent living is maintaining a connection with the goods, services, and opportunities for social engagement. Transportation is the physical means by which persons connect to the communities in which these things are available.

<http://www.nrvpdc.org/publicmobility/Public%20Mobility%20Resource%20Library/Burkhardt%202000%20Coord%20Trans%20Systems.pdf>

Destination 2030

Puget Sound Regional Council (PSRC) May 2001

Destination 2030 is a transportation action plan for King, Pierce, Snohomish and Kitsap counties, the central Puget Sound region of Washington State, through the year 2030. In 2007 a limited scope update was conducted to comply with new state and federal planning requirements. This update continued to focus on addressing traffic congestion and making it easier and safer to move between home and work, school, shopping, and recreation. The 2007 plan update was limited in scope to address new policy topics, include relatively minor wording changes to make the plan current, and update the project list and cost estimates. While the changes are minor, this update sets the stage for future Puget Sound Regional Council work in many critical areas such as security, safety, transportation system management and operations, and commute trip reduction. These changes will set the direction for a future major plan update that is scheduled to be completed by 2010.

<http://www.psrc.org/projects/mtp/d2030plan.htm>

Disability in Washington State

Washington State Department of Health, 2005

This report explores the health, social and economic disparities that are often associated with disability. It presents data that estimate the prevalence of disability and different types of limitation in the Washington State population. Only statistically significant differences between groups are discussed in the text. People with disabilities in Washington differ from each other in many ways, but as a group they experience disadvantages that public health can address.

<http://hum.wa.gov/documents/disability%20documents/disbwastdohrpt0506.pdf>

Economic Benefits of Coordinating Human Service Transportation and Transit Services

Transit Cooperative Research Program Report 91, Transportation Research Board of the National Academies, 2003

TCRP Report 91: Economic Benefits of Coordinating Human Service Transportation and Transit Services examines the net economic benefits associated with various strategies and practices for coordinating human service transportation and general public transit, provides quantitative estimates of these strategies and practices, and identifies innovative and promising coordination strategies and practices. This report includes an executive summary that provides a brief overview of basic coordination concepts and strategies that may enable transportation operators to achieve significant economic benefits from coordinating their operations. This information may be used by federal, state, and local officials in developing strategies and policies for coordinating transportation resources.

http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_91.pdf

Environmental Justice Demographic Profile

Puget Sound Regional Council, October 2003

The PSRC set out to meet two primary objectives in preparing this environmental justice demographic profile:

- Compile key demographic data on minority and low-income populations in the central Puget Sound region, as well as other populations of interest, for environmental justice consideration in conducting regional transportation planning and program activities and public outreach.

- Identify the locations of communities within the region with significant minority and low-income populations in order to facilitate and enhance environmental justice analyses and activities.

<http://www.psrc.org/about/titlevi/ejdem1.pdf>

Estimating the Impacts of the Aging Population on Transit Ridership

Prepared for the National Cooperative Highway Research Program, Transportation Research Board of the National Academies by ICF Consulting, January 2006

This report outlines the key demographic factors that affect public transportation use with a particular focus on how the aging demographics of the country will impact future transit ridership.

In addition the report describes a spreadsheet tool that can be used to estimate the future effects of the aging population on public transportation use. The report is intended primarily for the use of public transportation agencies, including state departments of transportation that may provide public transportation service.

The issue of the aging U.S. population is important for all sectors of the economy, especially as the Baby Boomer generation ages. The changes in public transportation use that come with age are dictated by the most common effects of age, including disability, lack of car ownership, retirement from the work force, and reduced income. Nonetheless, people aged 65 and over are expected to use the transportation system in similar ways to their younger counterparts.

This report also includes a discussion of the relationship between ridership and demographic factors using data from the 2001 National Household Transportation Survey. This discussion explores specific mobility problems, examining predictors of staying home on a given day, and travel for non-institutionalized people with medical disabilities.

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w86.pdf

Everett's 10 Year Comprehensive Plan

City of Everett, October 2003

The purpose of the comprehensive plan is to guide growth for the next twenty years by defining the levels and spatial distribution of population and job growth; the transportation, utilities and public facilities to serve the desired level of population and employment; the housing requirements for the community; methods to pay for necessary transportation, utilities and public facilities; and the desired physical character of growth in the city. The plan consists of a Land Use Map designating the desired use of lands for various activities, and policies to guide government and private decision makers in determining how Everett will grow, look and operate in the future. The City will also amend the Zoning Map soon after the comprehensive plan amendments are adopted to ensure that zoning districts are consistent with the land use designations of the plan. The Zoning Code development standards and other development regulations will also be revised over time to implement the comprehensive plan.

<http://www.everettwa.org/comp/default.asp?sectionid=2>

Executive Order: Human Service Transportation Coordination

Issued by the President of the United States of America, February 2004

By the authority vested in the President of the United States by the Constitution and the laws of the United States of America, and to enhance access to transportation to improve mobility, employment opportunities, and access to community services for persons who are transportation-disadvantaged, this Executive Order was instituted.

<http://www.whitehouse.gov/news/releases/2004/02/20040224-9.html>

Fiscal Year 2006 Strategic Business

Federal Transit Administration, U.S. Department of Transportation, 2005

The FTA Strategic Plan includes the following Vision:

Vision – Our Picture of the Ideal Future

- Public transportation is the mode of choice in America!
- Public transportation in America sets the standard for world-class service
- Thriving communities grow with public transportation
- Public transportation provides access for everyone for full participation in American life
- And everyone knows it!

http://www.fta.dot.gov/printer_friendly/about_FTA_242.html

Four Year Area Plan 2004-2007

Pierce County Human Services, Aging and Long Term Care (ALTC), October 2003

To realize its vision, Pierce County Human Services ALTC's planning efforts emphasize the importance of providing responsive and effective services to older and disabled adults, collaborating with a variety of partners to better meet people's needs, and advocating for change that helps seniors and those who are disabled improve their quality of life. This approach acknowledges the necessity of addressing issues facing today's population of citizens 60 years and older, and underscores the value of anticipating the needs of the aging baby-boom generation, the first members of which will turn 60 in 2006. Through careful planning with both short and long term aims in mind, ALTC is committed to better serving seniors and the disabled, and enhancing the capacity of communities to support people of all ages.

<http://www.co.pierce.wa.us/xml/abtus/ourorg/altc/Draft%202004-2007%20Area%20Plan.pdf>

Generalized Comprehensive Plan for Pierce County

Pierce County, Planning and Land Services, 2003

The goals of the State Growth Management Act (RCW 36.70A.020) are the goals Pierce County has pursued in developing this Plan. The planning process has allowed Pierce County to focus on some of its particular needs, which are based on the unique characteristics of the County and its existing development. Changing patterns of growth and making communities livable requires broad and balanced planning. This Plan does not immediately resolve the past problems, but is one major step in the process of managing growth to protect the quality of life we expect.

The Plan support the sense of community in cities, towns, and unincorporated neighborhoods by addressing all the issues, resources, and needs that make a community whole, addressing land use, infrastructure, and social needs. The Plan also will coordinate the planning conducted at regional, countywide, subarea, and local levels, working with cities and towns and special districts as planning partners. The County shall strive to balance the differing needs identified across or within plans at those geographic areas. (Ord. 94-82S § 2 (part), 1994)

<http://www.co.pierce.wa.us/xml/abtus/ourorg/council/code/title%2019A%20pcc.pdf>

Improving Public Transportation Services through Effective Statewide Coordination

National Governor's Association Center for Best Practices, 2002

This report identifies the benefits of transportation coordination, the range of programs and potential players, mechanisms that states are using to create effective coordinating bodies, and potential challenges to and available resources for achieving broader state transportation goals.

<http://www.nga.org/Files/pdf/011503IMPROVINGTRANS.pdf>

Innovations for Seniors – Public and Community Transit Services Respond to Special Needs

Prepared by the Beverly Foundation and the Community Transportation Association of America for the Community Action Transportation Project, Office of Intergovernmental Affairs, U.S. Department of Health and Human Services, February 2004

This brochure introduces a variety of innovations that public and community transit services have made to improve their service delivery to seniors. In addition to the main categories below, subcategories also include: general, service expansion, efficiency, cost reduction methods, non-emergency medical transit, physical & social assistance, scheduling and route adjustment.

<http://www.ctaa.org/ntrc/Senior/innovations.pdf>

Innovative Practices in Paratransit Services

Easter Seals Project Action, 2002

In 2002, under a contract from Easter Seals Project ACTION, Multisystems completed a national study of ADA complementary paratransit practice. Through surveys and site visits, an extensive amount of information was gathered about innovative practices being used in the delivery of ADA complementary paratransit throughout the country. This report, one of the outcomes of the research, is designed for transit and paratransit providers and people with disabilities and agencies that serve them. It is a resource that can assist in having more efficient and productive paratransit operations.

<http://projectaction.easterseals.com/site/DocServer/03IPP.pdf>

Meeting the Employment Transportation Needs of People with Disabilities

Prepared by Alan M. Voorhees Transportation Center, Edward J. Bloustein School of Planning and Public Policy, Rutgers, The State University of New Jersey for the New Jersey Department of Human Services, Division of Disability Services, 2005

In an effort to address transportation and other barriers to work for people with disabilities wishing to work in a competitive work environment, in 2000, the New Jersey Department of Human Services, Division of Disability Services (DDS) applied for and was awarded a Ticket to Work and Work Incentives Improvement Act of 1999 Medicaid Infrastructure Grant from the federal Health Care Financing Administration. The goal of the project is to design and implement services that support individuals with disabilities as they secure and sustain competitive employment in an integrated setting.

As part of the project, DDS contracted with the Alan M. Voorhees Transportation Center at Rutgers, The State University of New Jersey (VTC) to develop a five-year transportation plan intended to identify and document transportation barriers to work for people with disabilities and make recommendations related to addressing the identified barriers and providing enhanced transportation services in a variety of settings throughout the state. This report is the culmination of that work and the findings could be broadly applied.

http://www.policy.rutgers.edu/vtc/documents/DDS_Final%20Report.doc

Metropolitan Transportation System: Regional Transit

Puget Sound Regional Council, July 2003

This document is focused on establishing a baseline for monitoring public transit system performance within the central Puget Sound region. Baseline data for 2000 was initially established for regionwide performance measures in an earlier Puget Sound Milestones report (Metropolitan Transportation System: Regional Transit, July 2003). That report also included historical data (1990, 1995) of regionwide performance characteristics. Building on that report, this document includes the historical and baseline data from the earlier report as well as providing 2002 baseline data for ten major regional transit corridors.

In addition, more current (2001-2003) data is also included for the regionwide performance measures. This report is not meant to evaluate progress toward stated regional policy direction at

this time. Some preliminary trends are identified based on historical data but a more thorough analysis of policy will require additional data points collected in future years.

<http://www.psrc.org/projects/monitoring/transit/transit.pdf>

Mobility Services for All Americans Phase 2: Foundation Research – Generic Traveler Management Coordination Center Concept of Operations

Intellegent Transportation Systems, U.S. Department of Transportation

Prepared for the US DOT by SAIC

Planning Guidelines for Coordinated State and Local Specialized Transportation Services

Prepared by the Coordinated Council on Access and Mobility: the Office of the Secretary, U.S. Department of Health and Human Services and the Federal Transit Administration, U.S. Department of Transportation, July 26, 2000

The Mobility Services for All Americans initiative is one of the U.S. Department of Transportation's Intelligent Transportation Systems (ITS) Program's Tier I initiatives. The goal of the MSAA initiative is to provide enhanced mobility and accessibility to all Americans through the use of technology integration, service coordination, and the efficient use of resources.

The foundation of the Mobility Services for All Americans (MSAA) initiative is built around the notions of service coordination and technology integration. Currently, delivery of human services transportation is challenging due to a plethora of issues such as inefficiencies, limited resources, and lack of coordination. In many locations, human services transportation is fragmented, resulting in service area gaps (geographical areas where service is not provided) or limited service area size due to an absence of trip transfers between transportation providers.

The U.S. Department of Transportation (USDOT) is bringing technology and accessibility together through MSAA in an effort create a coordinated approach to the application of technological solutions to the barriers to accessibility and mobility for all Americans.

http://www.its.dot.gov/msaa/TMCC_ConOps.htm

Preparing Washington's Students for the 21st Century – A Five Year Strategic plan for the Office of the Superintendent of Public Instructions 2002-2007

Office of the Superintendent of Public Instruction, April 2003

Under the leadership of Superintendent Terry Bergeson, in 2003 five major strategic goals were established by the state education agency. The third goal focused on improving the environment for learning. "Even with the best teachers, students who come to school sick, tired, or hungry, who feel unsafe on campus, who are dealing with complicated home issues, or who arrive in school as kindergartners with little early learning or exposure to other children have a hard time focusing on learning. Through our strategic plan, we are working with schools, students, families, communities, and other partners to ensure that students get the support they need to thrive as healthy and engaged learners at all ages." This goal is stated as follows: All schools, in partnership with students, families, and communities, provide safe, civil, healthy, and engaging environments for learning.

<http://smhp.psych.ucla.edu/pdfdocs/wheresithappening/washington.pdf>

Priorities of Government

State of Washington Office of Financial Management, March 2006

2006 marks the third year that Washington has employed a "Priorities of Government" (POG) approach to inform biennial budget development. Beginning in 2002, the executive branch implemented a decision framework that relies on results to inform budget choices. This effort focuses on statewide outcomes as the criteria for investment of dollars, rather than incremental changes to expenditures in individual agencies. The ultimate product of POG is a theoretical

service-purchase plan that attempts to address one basic question: how can Washington State government best spend taxpayer dollars to achieve the results that matter most to citizens?

<http://www.ofm.wa.gov/budget/pog/pdf/pogfinalreport2006.pdf>

Puget Sound Milestones

Puget Sound Regional Council, August 2002

PSRC has compiled a series of Puget Sound Milestones Reports. The reports include the following:

- *Growth Management By the Numbers: Population, Household, and Employment Growth Targets in the Central Puget Sound Region - July 2005*
- *Project Tracking - PSRC Funds - Jul 2004*
- *Metropolitan Transportation System*
 - Regional Transit - July 2005
 - Transportation Demand Strategies - February 2005
 - Regional Airports - May 2004, revised August 2004
 - Roadways and Ferries - April 2003
- *Central Puget Sound Regional Economic Profile - December 2003, revised June 2004*
- *Transportation Finance - April 2003*
- *Central Puget Sound Regional Growth Centers - December 2002*
- *Population, Employment & Housing, 1995-2000 - Aug 2002*
 - 2003 Data Update

<http://www.psrc.org/projects/monitoring/reports.htm>

Regional Trip Planner Cost-Benefit Analysis

Washington State Department of Transportation, Agency Council on Coordinated Transportation
August 2004 Draft

As part of the preliminary analysis phase for design and development of the Regional Trip Planner this document estimated and evaluated costs and benefits associated with the proposed bi-state trip planning system developed by stakeholders in Washington and Oregon.

This document provides project costs and the resulting quantifiable benefits, while avoiding quantifying some primarily social costs and benefits. Quality of life benefits and other less tangible or more collateral benefits are discussed but not assigned dollar values as part of this analysis. This report does not quantify environmental benefits, customer satisfaction, enhanced marketing resources, and increased accessibility to social service programs' benefits since they are not as susceptible to objective measures.

http://www.wsdot.wa.gov/acct/library/reports-studies/2004_Trip_Planner_CBA.pdf

Report to the President: Human Service Transportation Coordination Executive Order 13330

Coordinating Council on Access and Mobility: the Office of the Secretary, U.S. Department of Health and Human Services and the Federal Transit Administration, U.S. Department of Transportation, July 2005

Personal mobility is something easily taken for granted. For many people, this means merely starting the car or walking to the subway. However, an increasing number of Americans are unable to get to work, run errands, or access medical care simply because they do not have

reliable transportation. In 2000, the number of older adults was more than 30 million, and is expected to double by 2030. Almost 54 million people were reported to have disabilities. Many are among the “transportation-disadvantaged” individuals who cannot operate a vehicle because of medical conditions, disabilities, or other limitations. In addition, there are others who are unable to afford their own automobile, or live in areas without public transportation options.

In recognition of the fundamental importance of human service transportation and the continuing need to enhance coordination, President Bush issued an Executive Order on Human Service Transportation (#13330) in February 2004 directing multiple Federal departments and agencies to work together to ensure that transportation services are seamless, comprehensive and accessible. Secretaries from the Departments of Transportation (DOT), Health and Human Services (HHS), Labor (DOL), Education, Interior, Housing and Urban Development (HUD), Agriculture (USDA), Veterans Affairs, the Commissioner of the Social Security Administration, the Attorney General and the Chairperson of the National Council on Disability are members of the new Interagency Transportation Coordinating Council on Access and Mobility (CCAM) established by the Executive Order. Specifically, the CCAM is tasked with seeking ways to simplify access to transportation services for persons with disabilities, persons with lower incomes, and older adults. The Executive Order requires that CCAM members work together to provide the most appropriate, cost effective services within existing resources, and reduce duplication to make funds available for more services.

http://www.unitedweride.gov/1_866_ENG_HTML.htm

Researching the Health Care Benefits of Medicare Transportation

Prepared by Jon Burkhardt and Adam McGavock for the Community Transportation Association of America, November 2003

By law, patient transportation to Medicare-funded medical services can only be provided by ambulances. However, data indicate that the Medicare program is reimbursing clients and ambulance operators for many trips that do not qualify as medical emergencies, and thus could be provided by non-ambulance transportation.

Legislative changes could allow alternative services and, at the same time, save millions of dollars for the Medicare program and provide much needed funding for community transportation services. Transportation costs are allowable expenses under Medicare Part B, but serious restrictions apply. The Community Transportation Association of America has, on numerous occasions, pointed out that these restrictions unnecessarily increase transportation costs and limit access to necessary health care.

Westat (of Rockville, Maryland) is assisting the Association with a multi-phase scientific examination of the value of investing public health funds for transportation services. Results at the end of the study are expected to include a toolkit for health care and transportation professionals that specify service options and monetary benefits, as well as a database of successful transportation services. The initial phase of the study, including literature reviews and case studies, is intended to develop information for detailed exploration in a national study of ways to improve the cost-effectiveness of delivering health care services by improving access through community transportation services. The Medicare program will be one of the federal programs examined in this study.

Safe Transportation for an Aging Population

Washington State Department of Transportation, January 2004

<http://www.wsdot.wa.gov/Walk/PDF/OlderRoadUsersBrochurev2.pdf>

Senior Transportation: Toolkit and Best Practices

The Community Transportation Association of America

May 2003 The United States Department of Transportation (U.S. DOT) estimates that the 65 and over population will grow by over 50 percent between now and 2020. Almost all of these people

have been driving for most of their lives and may not be familiar with transit, paths, trails or other local transportation services. Over the past 20 years, fatalities among male drivers age 70 and over increased by 44 percent, and for female drivers 70 and over fatalities increased 75 percent.

Washington State has one of the most rapidly growing elderly populations in the country. By 2020, over 1 million people in Washington will be 65 or older – almost twice the number of people in that age group today. The elderly in Washington represent 12 percent of the population, yet they make up 17 percent of the pedestrian casualties.

http://www.ctaa.org/ntrc/senior/senior_toolkit.pdf

Seniors Benefit From Transportation Coordination Partnerships – a Toolbox

Administration on Aging, U.S. Department of Health and Human Services, September 2005

The Coordinating Transportation Choices for Seniors Toolbox is intended to guide and inspire transportation services for seniors. Its products provide information from a study conducted in 14 communities across the country examining replicable coordination strategies for providing transportation choices to older adults to help them remain independent and mobile. This toolbox is comprised of the following products:

- An Executive Summary that examines the role and importance of transportation in the lives of seniors, as well as key elements of coordinating efforts.
- A PowerPoint Presentation that gives an overview of information from the 14-site study and can be adapted and tailored for use at the local level. A Synthesis Report that details the components and benefits of coordinating efforts to enhance transportation services.
- A Case Study Guide that offers an in-depth look at the activities and achievements of each of the 14 sites in the study.
- A Resource Guide that provides a description of terms used throughout the products in the toolbox, as well as identifies relevant sources of information.

<http://www.aoa.gov/prof/transportation/media/TransportationChoicesToolbox/ResourceGuide.pdf>

Six-Year Transit Development Plan for 2002-2007

King County Metro, September 2002

King County Metro Transit's Six-Year Transit Development Plan provides the framework for transit service and capital investments. Metro's first six-year plan, spanning the years 1996-2001, was the catalyst for a major redesign of the county's Metro Transit system. The most recent six-year plan covers the years 2002-2007, and was last updated in the fall of 2004.

This plan will continue the successful efforts of the 1996 - 2001 plan to move people throughout urban King County with a network of restructured services, and supporting passenger facilities. The 1996 - 2001 plan triggered a countywide reorientation of transit services in the late 1990s to make transit more relevant to changing travel needs at all levels—regionally, locally, and among the numerous cities and neighborhoods of King County.

This plan constitutes King County Metro's six-year transit development and financial program in compliance with state law requirements (RCW 35.58.2795). The plan sets forth objectives and strategies for transit, paratransit, rideshare services and supporting capital facilities in King County, and establishes the policy basis on which annual operating and capital program decisions are made. The transit investments identified and prioritized in this plan are focused on congestion relief and improved mobility. Congestion relief investments target congested corridors and activity centers to increase ridership and improve the operating environment to increase bus speeds and reliability. Mobility investments emphasize improvements in frequencies and increased span of service in areas of King County with transit supportive land use and higher ridership potential. Complementing the focus on congestion relief and mobility is a continued focus on service efficiency—improving capacity utilization, reducing duplication, improving

unproductive service or reallocating resources away from it, and creating transit-oriented development projects.

<http://www.metrokc.gov/kcdot/tp/transit/six-year.stm>

Sound Move – Launching a Rapid Transit System for the Puget Sound Region: The Ten-Year Regional Transit System Plan

Central Puget Sound Regional Transit Authority, May 1996

In May 1996, the Sound Transit Board adopted Sound Move. The plan includes a mix of transportation improvements: Sounder commuter rail and Link light rail. The plan also includes new transit centers, park-and-ride lots and high-occupancy vehicle access projects. Since its adoption, Sound Transit has been fulfilling the promises made in Sound Move, while also making changes and adjustments to better fit with the Puget Sound region as it evolves.

When the board adopted Sound Move, it also adopted a Long-Range Vision for regional mass transit. This "vision" is the Long-Range Plan for Sound Transit.

Sound Transit is now in the process of reviewing and updating the Long-Range Plan, and will work with the public to identify the projects that will become a part of Sound Transit 2, the next phase of the Long-Range Plan. Sound Transit 2 projects will be constructed if they are approved by the region's voters.

<http://www.soundtransit.org/x2203.xml>

Strategies to Increase Coordination of Transportation Services for the Transportation Disadvantaged

Transit Cooperative Research Program Report 105, Transportation Research Board of the National Academies, 2004

Developing the Pacific Northwest Rail Corridor: Vision Gains Momentum through Technology, Service, Partnerships

By Ronald C. Sheck

Starting with a vision shared by staff of the Washington State and Oregon departments of transportation, the 466-mile Pacific Northwest Rail Corridor has developed incrementally through partnerships, notably with Amtrak, technological innovations such as high-speed trains; and customer-oriented services. Significant increases in ridership, a burgeoning rail transit network, connecting bus services, as well as new and rebuilt stations, are part of the success story traced by a participant, who also looks at the budget challenges ahead.

http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_105.pdf

Ten Year Update of the Comprehensive Plan

Snohomish County, Planning and Development Services

December 2005

The Snohomish County Comprehensive Plan consists of five sections:

- The General Policy Plan consisting of goals and policies serves as a guide to the county's growth and development from the present through 2025.
- The Future Land Use Map (included with the General Policy Plan) shows in map format land uses and densities, urban growth area boundaries, and urban, rural, commercial agricultural and timber lands adequate for the expected population through 2025. Zoning and development regulations implement these designations.
- The Transportation Element describes the county's transportation system and provides policy direction for the development of roads and other transportation to serve the needs of the forecasted 2025 population.

- The Capital Facilities Plan contains an inventory of the county's public facilities, establishes level of service standards necessary to support development, and prioritizes facilities needed to support the forecasted 2025 population.
- The Park and Recreation Comprehensive Plan has been modified to adopt the population forecasts, but further modifications will be taking place in 2006, with an updated version available by January 2007.

http://www1.co.snohomish.wa.us/Departments/PDS/Divisions/LR_Planning/Projects_Programs/Comprehensive_Plan/

Toolkit for Rural Community Coordinated Transportation Services

Transit Cooperative Research Program Report 101, Transportation Research Board of the National Academies, 2003

The Toolkit for Rural Community Coordinated Transportation Services is intended to be a user-friendly resource for successfully building and maintaining sustainable, cost effective transportation services in rural communities. The Toolkit is intended to be useful to the widest possible audience, from persons never previously involved in coordinated transportation services to those who have been working in the field for many years.

This Toolkit gives transportation system planners, operators, and funders information on how to coordinate transportation services in rural communities. That information, summarized here, is presented in the following major sections of this Toolkit:

- Introduction to basic coordination concepts
- Information needed for implementing new coordination efforts
- Information needed for fine-tuning existing coordination efforts
- Case studies of successful state and local coordination efforts, and
- Appendices of detailed information.

http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_101.pdf

Transit Development Plan 2005-2010

Pierce Transit, May 2005

This plan includes Pierce Transit's Six Year Plans for Operating, Service, Capital and Financial expenditures.

<http://www.piercetransit.org/alerts/tdplan.pdf>

Transportation Costs and the American Dream: Why a Lack of Transportation Choices Strains the Family Budget and Hinders Home Ownership

Surface Transportation Policy Project

1100 17th Street NW, Washington, DC 20036 | www.transact.org

Surface Transportation Policy Project, July 2003

A recently published Bureau of Transportation Statistics (BTS) Issue Brief looking at commuting costs found that Americans who commute by car or truck spent about \$1,280 per year in 1999. In contrast, those Americans who were able to use public transportation to get to and from work spent just \$765 per year, an annual savings of \$515 per year. And that's just for commuting trips. Add in all the non-work trips (which now comprise 85 percent of all trips), and public transportation can save families thousands of dollars every year. In 2001, American families devoted 19.3¢ of every dollar spent to transportation.

http://www.transact.org/library/decoder/american_dream.pdf

The Current State of Transportation for People with Disabilities in the United States

National Council on Disability, June 13, 2005

A national study conducted by the U.S. Bureau of Transportation Statistics in 2002 found that 6 million people with disabilities have difficulties obtaining the transportation they need. Research in the year 2000 conducted by the Harris Poll and funded by the National Organization on Disability established that nearly one-third of people with disabilities report having inadequate access to transportation.² Behind these statistics are many personal stories of lives severely limited by the lack of transportation. Some people with disabilities who are willing and able to work cannot do so because of inadequate transportation. Others cannot shop, socialize, enjoy recreational or spiritual activities, or even leave their homes. And some individuals with disabilities who need medical services must live in institutions due solely to the lack of safe, reliable transportation to needed medical services.

http://www.ncd.gov/newsroom/publications/2005/pdf/current_state.pdf

Transportation Disadvantaged Populations – Many Federal Programs Fund Transportation, but Obstacles to Coordination Persist

United States General Accounting Office, Testimony before the House of Representatives Committees on Transportation and Infrastructure and Education and the Workforce, May 2003

The GAO found in this report that millions of Americans are unable to provide their own transportation—or even use public transportation—for Medicaid appointments, Head Start classes, job training, or other services. Such “transportation disadvantaged” persons are often disabled, elderly, or low income. Various federal programs are authorized to provide transportation services to them. GAO was asked to (1) identify the federal programs that fund such transportation services and the amount spent on them, (2) assess the extent of coordination among the various programs, and (3) identify any obstacles to coordination and potential ways to overcome such obstacles. GAO recommends that the Departments of Labor and Education join the Coordinating Council on Access and Mobility. GAO also recommends that the Departments of Health and Human Services, Labor, Education, and Transportation (1) strengthen the Coordinating Council’s strategic plan, (2) include long-term goals and measures for coordination in their agencies’ strategic and annual performance plans, and (3) develop and distribute additional guidance and information to encourage coordination.

The Departments of Health and Human Services, Labor, Education, and Transportation generally concurred with the findings and recommendations in this report.

http://www.dotcr.ost.dot.gov/documents/ycr/gao_report.pdf

Understanding Senior Transportation: Report and Analysis of a Survey of Consumers Age 50+

AARP Public Policy Institute, 2002

Transportation helps individuals to stay independent as they age. Driving, riding with a friend or family member, walking, or riding a bus or van keeps individuals connected to their community. These transportation options provide the access to the goods, services, and social activities that are essential to a good quality of life. As individuals grow older, however, they may experience changes in health and physical functioning that challenge their ability to use their usual transportation mode. The promotion of transportation alternatives that can help individuals overcome these challenges and remain independent is a strategic priority for AARP.

Understanding Senior Transportation continues AARP’s efforts to expand knowledge about older persons and transportation. As the baby boom generation ages, the number of people who need transportation options will grow. AARP hopes that Understanding Senior Transportation will contribute to the ability of policymakers and planners, as well as private transportation designers and providers, to meet the transportation needs of an aging society.

<http://www.tsc.berkeley.edu/html/newsletter/Aug02/aarpreport.pdf>

Update on the Demography of Rural Disability, Part 1: Rural and Urban

Research and Training Center on Disability in Rural Communities: the University of Montana
Rural Institute, April 2005

Resource distribution and access to services are affected by how people and counties are counted and classified. "Non-metropolitan" counties are frequently treated as being synonymous with "rural"; and if a county is designated as "metropolitan", all territory or people within it are also presumed to be metropolitan. In reality however, many rural areas are located within metropolitan counties. Data from Census 2000 showed that for the first time over half of all rural Americans live in counties designated as metropolitan.

The nation's 2,052 non-metropolitan counties occupy 97 percent of U.S. land area, and are home to about one-fifth (almost 44.5 million) of the U.S. population. Approximately 22 percent (9.7 million) of these non-metropolitan Americans have a disability. Research shows that people with disabilities living in non-metropolitan counties experience social, health, economic, and educational disadvantages equal to or greater than their central city counterparts (Norton & McManus, 1989; Swanson, 1990). Non-metropolitan counties have the highest poverty rates (Rojewski, 1992; Nord, 1997). Of the 386 counties categorized as "persistent poverty" counties, 340 are non-metropolitan counties (USDA Economic Research Service, 2004).

<http://rtc.ruralinstitute.umt.edu/RuDis/RuDemography.htm>

Vision 2020

Puget Sound Regional Council, May 1995

The Puget Sound region will experience continued growth - in fact, we're expecting more than a million and a half more people to live here by the year 2040. That's the equivalent of a new Portland, Oregon metropolitan area entering our region. Where should these new jobs and households be located? How might they affect our communities, our environment, and our transportation system?

<http://www.psrc.org/projects/vision/index.htm>

Washington State Intercity Bus Service Study

Draft Technical Memorandum #1: Assessment of Need and Existing Services

Prepared for the Washington State Department of Transportation by the KFH Group, Inc.

January 4, 200

<http://www.kfhgroup.com/washingtonstateintercitybusstudy>

Washington State Summary of Public Transportation

Washington State Department of Transportation, Public Transportation and Rail Division

September 2000 – 2005

Each year, the Washington State Department of Transportation

(WSDOT) reports on the status of public transportation in Washington State. The annual report provides uniform data to transit providers, the Legislative Transportation committees, and local and regional governments. Today, there are 28 local governmental public transportation systems in Washington State—20 of which are public transportation benefit areas. This introduction includes a statewide map showing the location and service areas of these systems. The two newest transit systems, Asotin County Transit and Columbia County Public Transportation, did not have reportable data for 2004 and will be reporting in the 2005 report. Also not included in this report are Washington State Ferries and the many non-profit and for-profit public transportation providers across the state.

http://www.wsdot.wa.gov/Transit/library/2004_summary/00-Summary-web.pdf

Washington State Transportation Plan 2007-2026

Washington State Department of Transportation

2007-2026 Washington Transportation Plan

The WTP was adopted by the Washington Transportation Commission on November 14, 2006. The files provided are current as of November 14, 2006.

The Washington Transportation Plan (WTP) provides a blueprint and strategies to guide decisions and investments needed to develop Washington's transportation system to serve its citizens', communities', and economy's future needs, while safeguarding its environment.

<http://www.wsdot.wa.gov/planning/wtp/comments/2007-2026WTP.htm>

AASHTO Survey of State Transportation Funding 2005

This report is the 25th compilation of information on state funding of public transportation. The 2005 report was prepared under the auspices of the American Association of State Highway and Transportation Officials (AASHTO) and the American Public Transit Association (APTA). It was prepared by the Bureau of Transportation Statistics, Office of Survey Programs.

Summary Observations:

- A review of state funding levels over the intervals displayed in Table 1.1 shows that, compared to 1995, the total amount of funds currently programmed for public transit has more than doubled (up \$4.8 billion). In fact, of the 47 states who reported funding in both 1995 and 2005, 39 had increased funding levels ranging from \$212,792 (New Hampshire) to \$1.1 billion (California).
- Compared to 2000, funding levels in 2005 increased a total of \$2 billion. In addition, of the 45 states who reported data in 2000, 30 increased funds in 2005. Five states showed no change in funding levels (these five provide no transit funding) and 10 states showed a decline in funding ranging from \$39,135 (Nebraska) to \$298,170,310 (Georgia).
- Six of seven states that provided no funding for transit in 1990 (Arkansas, Idaho, New Mexico, North Dakota, South Dakota, and Wyoming) reported a total of \$16.6 million allotted to transit in 2005.
- Four of eight states that provided no funding for transit in 2000 (Alaska, Arkansas, New Mexico, and New Hampshire) reported a total of \$65.7 million allotted for transit in 2005.
- Compared to 1990, seven states (Delaware, California, Oklahoma, Washington, Kansas, North Carolina, and Mississippi) increased funding levels ranging from 10 times to 25 times their 1990 level while Arizona's and Alaska's funding levels were 52 and 53 times the funds allotted in 1990.
- Compared to 2000, ten states (Delaware, Idaho, Maryland, North Carolina, Minnesota, Oregon, Maine, South Dakota, Montana, and Mississippi) increased their funds from 2 to 7 times their 2000 level while Arizona's 2005 funding level was 61 times the funds allotted in 2000.

<http://www.transportation.org/sites/scopt/docs/Survey%20of%20State%20Funding%20of%20Public%20Transportation%202004.pdf>

TCRP Report R-20 Measuring and Valuing Transit Benefits and Disbenefits

Transportation Research Board, 1996

This report categorizes and describes transit benefits and disbenefits, presents the dimensions of transit's economic impact, addresses the linkages between increased transit investment and use, and changes in long-term, region wide economic conditions that can be measured with current

analytic methods, and provides examples of transit benefits and disbenefits based on recent analysis.

http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_20.pdf

The 2003 and 2004 Annual Urban Mobility Reports

By David Schrank, Assistant Research Scientist and Tim Lomax, Research Engineer,
Texas Transportation Institute and the Texas A&M University System

The *Annual Urban Mobility Report* provides an easy-to-understand view of transportation congestion issues by measuring them in terms such as hours of travel delay, costs of congestion, and the like. The analysis looks at a range of very large, large, medium and small urban areas—including those in Washington State. Both the 2003 and 2004 reports are available online at <http://mobility.tamu.edu>. Please note that TTI revises its research methods every year, so these facts and figures may not be comparable. Please see the actual reports for more information.

American Lung Association: State of the Air, 2004

The American Lung Association, 2004

This report presents information on air pollution on a state-by-state, county-by-county basis, using the most up-to-date quality assured data available for nationwide comparisons. The report looks at most polluted cities in the U.S., incidence of Asthma and other health effects of dirty air. You can access the full report as well as information on a state-by-state basis at <http://lungaction.org/reports/stateoftheair2004.html>

Dollars and Sense: the Economic Case for Public Transportation in America

By Donald H. Camph. Supported by the Campaign for Efficient Passenger Transportation, 1997

It discusses how public transportation contributes to the vitality of the American economy from small towns to sprawling cities and includes Washington State data. Dollars and Sense also reviews transit's needs in many areas and outlines a plan for supporting existing systems and expanding it where it can do the greatest good. This document is available online at <http://www.ctaa.org/pubs/dollars/>

Improving Efficiency and Equity in Transportation Finance

The Brookings Institution Series on Transportation Reform, April 2003.

This brief looks at transportation funding by describing the relationships that define federal, state and local roles. The entire report is available at:
<http://www.brookings.edu/metro/publications/wachstransportation.htm>

Clearing the Air, Public Health Threats from Cars and Heavy Duty Vehicles - Why We Need to Protect Federal Clean Air Laws.

From the Surface Transportation Policy Project, this report ranks metropolitan areas by the highest number of days of unhealthy air pollution levels. The study names transportation as a major contributor to air pollution nationwide, and calls on Congress to protect and strengthen clean air laws and funding. Lawmakers will soon vote on legislation that could undermine clean air protections and slash funding for transportation alternatives that reduce traffic and air pollution including rail, buses and bikeways. The entire report is available at:
<http://www.transact.org/report.asp?id=227> and Washington State data is available at http://www.transact.org/library/reports_pdfs/Clean_Air/WA.pdf

Transportation Costs and the American Dream, 2003

The Surface Transportation Policy Project

The Surface Transportation Policy Project ranks 28 major metropolitan areas (including Seattle, WA), by the amount of the family budget devoted to daily transportation costs. The entire report is available online at: <http://www.transact.org/report.asp?id=224>

Please note that these reports may define metropolitan areas in different ways. Some may provide facts and figures for MSA's only, while others may include Combined MSA's. Before using or publishing these facts, people should go to the source documents.

Traffic: Why It's Getting Worse, What Government Can Do

By Anthony Downs

Brookings Institute Policy Brief, No. 128

Peak-hour traffic congestion in almost all large and growing metropolitan regions around the world is here to stay. In fact, it is almost certain to get worse during at least the next few decades, mainly because of rising populations and wealth. This will be true no matter what public and private policies are adopted to combat congestion. Article provides insights in how public transit will play a major role in contributing to the solution.

<http://www.brookings.edu/comm/policybriefs/pb128.pdf>

Driving Questions: Developing a National Transportation Vision

Dr. Joseph M. Giglio, the Hudson Institute, 2007

In an attempt to deal with deepening surface transportation funding shortfalls, state governments across the nation are wrestling with questions such as how to fund new transit lines or whether to lease toll highways to raise revenue. But in his new book, *Driving Questions: Developing a National Surface Transportation Vision*, Dr. Joseph M. Giglio persuasively argues that we must answer four basic questions:

1. What should the nation's transportation system look like in the future?
2. What options do we have for transforming the existing system to match this vision?
3. What resources are available to implement these options?
4. How do we measure our success in making transportation systems better?

Among the concepts Giglio proposes are looking at surface transportation as a single system with incentives to take a lifecycle approach to transportation infrastructure, as opposed to the current tendency to build assets, but fail to invest in maintaining them.

Specifically, Giglio's recommendations include:

- Focus federal activities on clearly defined national interests and delegate most surface transportation program authority to states.
- Increase the use of direct user charges.
- Use tools like tax increment financing, developer contributions of right-of-ways and special tax assessment districts to capture the economic development benefits of transportation infrastructure.
- Use asset-management principles to preserve facilities at desired service standards.
- Employ more public-private partnerships to expedite financing and delivery of projects; provide additional flexibility by matching each project to the most appropriate delivery method, such as design-build or build-operate transfer.
- Create greater linkages between highways and transit.

<https://www.hudson.org/Bookstore/itemdetail.cfm?item=3011>

State by State Database of Transit Data

Center for Transportation Excellence (CTE)

The CTE state by state database provides transit data for all the states—Washington State is featured.

<http://www.cfte.org/state/states.asp?StateID=48#stateinfo>

Responding to Critics Toolkit

Center for Transportation Excellence (CTE)

The Center for Transportation Excellence has developed a package of materials designed to refute the critics and bolster the work of transit advocates.

<http://www.cfte.org/critics/respond.asp>

WSDOT Commute and Travel Information

<http://www.wsdot.wa.gov/choices/bus.cfm>

Websites

APTA State Page—Washington State

APTA State Page includes information and access to websites and data on transit in Washington State. Items included on this page include:

- Washington Transit Links
- Larger Transit Agencies
- All Transit Agencies & Local Links, by County & City
- Rail
- Ferry
- Statewide, Intercity, & Regional

Surface Transportation Policy Project (STPP) Washington State Page

STPP State Page: <http://www.transact.org/states/default.asp?state=washingtondc>

Transit Advocacy Groups in Washington State

Washington State Transit Association <http://www.watransit.com/>

Sound Transit <http://www.soundtransit.org/>

1,000 Friends of Washington <http://www.1000friends.org/>

Transportation Choices <http://www.transportationchoices.org/>

Spokane Regional Light Rail <http://www.spokanelightrail.com/>

Spokane Regional Transportation Council <http://www.srtc.org/>

Washington State Transportation Training Coalition <http://www.wsttc.org/>

Also: Alt-Trans, Washington Coalition for Transportation Alternatives, Coalition for Effective Transportation Alternatives, Snohomish County Citizens Advocating Transit and TransEd.

Transit investment key to reducing congestion, viaduct replacement cost

<http://www.metrokc.gov/exec/news/2007/0125transit.aspx>

Links to transit related resources and services

<http://www.wstip.org/links.html>

Rail Transit

Washington Association of Rail Passengers <http://www.trainweb.org/washarp/>

Washington State DOT Public Transportation

<http://www.wsdot.wa.gov/transit/>

All Public Transit Systems in Washington State

<http://www.mrkland.com/trav/transit/transit.htm#WATRANS>

White Papers & Press Releases

<http://www.peopleformoderntransit.org/members/pmtadmin/home.nsf/e93baddc3ba8bf0a88256d42000f7a73/8fa6b0c2efac77bd88256d45007060f4!OpenDocument>

WSDOT Commute and Travel Information

<http://www.wsdot.wa.gov/choices/bus.cfm>

People for Modern Transit

The organization, People for Modern Transit (PMT) was formed in 1995 to support the Sound Move program proposed by the Central Puget Sound Regional Transit Authority (now known as Sound Transit).

PMT's mission is to support the improvement of public transportation in the Puget Sound region. It is a diverse group united by the desire for a first-class regional transit system.

<http://www.peopleformoderntransit.org/members/pmtadmin/home.nsf/e93baddc3ba8bf0a88256d42000f7a73/91b9527aa940db4288256d45006fd0b3!OpenDocument>

Washington State Transit Insurance Pool

Links to transit related resources and services. 2007

<http://www.wstip.org/links.html>